

To: All HQ Directors: Prof. Services, Planning & Major Projects
All Regional Managers: Prof. Services, Planning & Operations
All District Highways Managers

Subject: Peace District Low Volume Roads

References:

BC Supplement to TAC Geometric Design Guide

PURPOSE:

To clarify the Ministry's Policy with regard to the design of Low Volume Roads in the Peace District.

BACKGROUND:

Recent discussions with stakeholder groups within the Peace District have highlighted concerns that the public has with our current approach to hard surfacing roads in the area. The current strategy of an 8.3 metre top with 1.5:1 shoulder slopes has raised two main concerns.

- The paved surface is too narrow to properly accommodate the large vehicles in use by agriculture and industry.
- The larger agricultural and industrial vehicles have difficulty using the shoulder slope, when and where necessary.

In order to address these concerns a decision has been taken to revise the current template on future construction, where economically feasible. The new template will incorporate a 9.0 metre hard surfaced top with 3 or 4 to 1 shoulder slopes. (See typical section attached)

Certain factors may make this new template more expensive. These factors include right of way requirements, very large fills or large excavations. In addition, there may be some low volume local or primarily residential roads where industrial or agricultural traffic volumes are low enough that the new template is deemed to be an inappropriate standard. Where the cost associated with the new template are felt to be excessive, or where industrial or agricultural traffic volumes are low enough not to warrant application of the full template width, options for incremental improvement will be discussed with stakeholders to determine the best value approach on specific roads or sections of roads.

PROCEDURE:

The use of the revised template, as a minimum standard for low volume roads, is a requirement for all projects within the Peace District effective immediately. Exceptions to this standard will only be considered, as outlined in the previous section, after stakeholder consultation and review of appropriate road template standards to be applied for the given road. At a minimum, stakeholder consultations will include MLAs, the Regional Transportation Advisory Committee, and Rural Roads Task Forces.

Exceptions must be approved by the Chief Engineer, or designate.

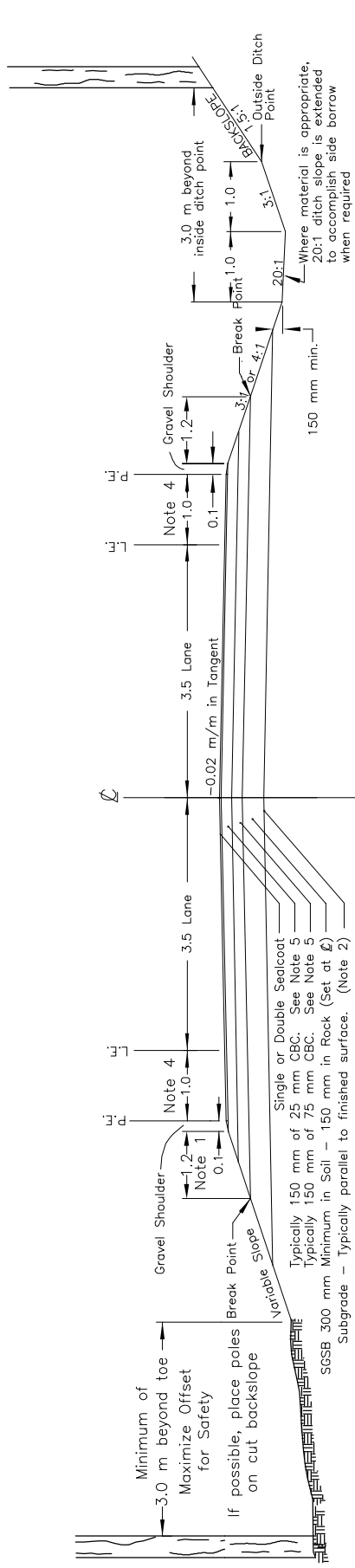
CONTACTS:

D. Ross Coulter, AScT
Sr. Geometric Standards Technologist
Engineering Branch
Victoria, BC
(250) 356-7928

A handwritten signature in black ink, appearing to read 'D. Nyland', with a stylized flourish extending to the right.

Dirk Nyland, P. Eng.
Chief Engineer

cc: ADM Highways Operations
ADM Planning & Major projects
All Regional Directors

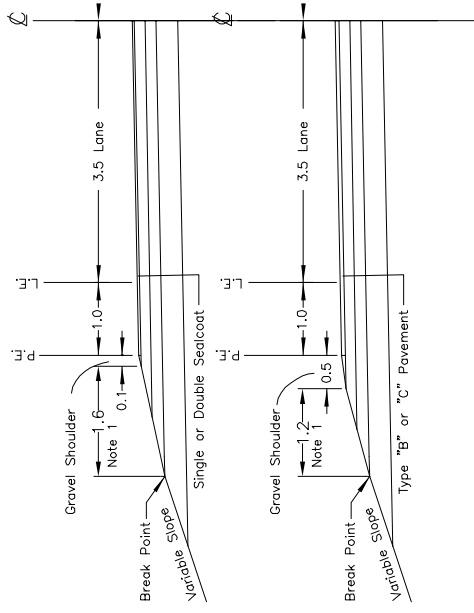


EARTH CUT SECTION

Abbreviations:

- CBC Crushed Base Course
- SCSB Select Granular Sub Base

Designed for Full Pavement



Notes:

1. Sealcoat offset to Break Point should be increased to 1.6 m, if full pavement is anticipated within 20 year window. See inset A
2. -0.03 or -0.04 m/m is used in earth to facilitate drainage, when directed by Geotechnical Branch.
3. For rock ditch details, refer to 440.C
4. For CRB, 1.3 m is required to the barrier face. See Figure 440.E for slope modification above Break Point.
5. Gravel depths will be designed by RGME's.
6. Design Speeds 50 - 80 km/h.
7. Sealcoat is a single (19mm) or double (38mm) lift. Pavement is typically Type 'B' (75mm) or Type 'C' (50mm).
8. Desirable Fill slope is 4:1 or flatter. Other influences may necessitate steeper slopes, which may require barrier.